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## FUTURE LAND USE REQUIREMENTS

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The 2010 Land Use Map adopted in 1991 was based on existing development patterns, the 1983 Land Use Plan, and the goals and objectives identified through an extensive public participation process. The 2010 Land Use Map was not drawn to recognize only the market or infrastructure conditions that were in place at that time. Rather, it projected land uses considered appropriate for the year 2010 and beyond, recognizing that neither the market nor the infrastructure necessary to support some of those designations existed at the time. That continues to be true seven years later in 1998. Such is the nature of the long-range vision established by the 1991 Comprehensive Plan and in this updated plan, which extends the horizon another five years to the year 2015.

### **Residential**

The 1991 Comprehensive Plan established a pattern of residential land use designations and densities designed to achieve a maximum build-out population for the County of 80,000. This represented a reduction from the 1983 Land Use Plan theoretical saturation population of 135,000. This was achieved partly by factoring the reduction in the average household size from 3.1 to 2.9 persons per dwelling unit. Most of the reduction, however, resulted from the removal of a certain amount of acreage that had been designated for residential development by the 1983 plan. This was done in accordance with the 1991 plan's goal of achieving an approximate 30%/70% mix of non-residential and residential tax assessments, which was determined to be the ratio that would provide the optimum levels of residential and non-residential activity to ensure that residential growth is supported by economic development that can share the tax burden for more County services. In order to maintain a generally favorable tax rate, the cost of roads, schools, and public utilities must be allocated in greater proportion to non-residential development. Also factored into the land use allocation process was the impact of new environmental legislation and regulation that has changed the way new development can occur. The needs to manage stormwater runoff, ameliorate impacts on wetlands, and address other environmental concerns often reduce or otherwise alter the scale of allowable development. This will ultimately affect the amount and manner of development the County can accommodate, particularly in areas known to be environmentally sensitive.

Once these allocations were established through the adoption of the 1991 plan, the Planning Commission and Board of Supervisors undertook the task of updating and revising the Zoning Ordinance – the primary implementation tool for the land use element of the Comprehensive Plan. This effort resulted in a number of adjustments to the residential zoning classifications and the amount of acreage devoted to each. The product of this process was a proposed zoning plan that in its initial form would have resulted in a projected build-out population of approximately 82,500. This proposal was further adjusted during the public review and hearing processes and it is estimated that the Zoning Ordinance ultimately adopted in June, 1995 will allow a maximum build-out population of approximately 87,000. It should be noted that the 87,000 build-out figure is based on the assumption that there will be no vacant units and on the 1990 average household size of 2.90. As noted in the Demographic Profile section, the average household size has been falling for decades and is assumed to decline through 2015, leveling off at approximately 2.75 persons per household. When this average household size and a realistic 5% vacancy rate are applied, the 87,000 build-out population falls to 78,300. Finally, the build-out population is further inflated in that it assumes that all residential land will be developed at its maximum allowable density, which is rarely if ever the case.

### **Commercial/Industrial**

In conjunction with the Industrial Development Authority, the County has taken steps to establish a fiscal balance by ensuring that opportunities are available for new businesses and industries and to retain and expand existing businesses. The County is in an excellent position geographically to be a preferred site for new office and business service development. Similarly, new retail and tourist commercial activity is likely to be drawn to the County as residential and tourism growth continues. Consequently, the 1991 plan increased the amount of developable acreage for commercial and industrial uses.

As shown in **Table 7**, the County has approximately 3,500 undeveloped acres of non-residential land. This does not include land designated for Mixed Use, even though it is anticipated that much of this acreage will be developed for non-residential use.

## LAND USE DESIGNATIONS

The following land use designations have been used in developing the Land Use element. Although general in nature, these designations will provide guidance for any changes to the more specific zoning regulations and zoning district locations and boundaries that implement the Comprehensive Plan. It must be clearly recognized that development in accordance with these designations, as they apply to a specific area, may be appropriate not at this time but only after certain improvements and infrastructure are completed. Since some of these improvements may require public investment, the appropriate timing for development will be closely related to capital improvements programming by the County and State.

The Census Tract Land Use Maps depict environmentally sensitive features, including wetlands, steep slopes, floodplain areas, and Chesapeake Bay Preservation Areas. This is to recognize and encourage the proper use, management and/or protection of vast amounts of sensitive and unique lands within York County that contribute positively to the economy of the region and the environmental quality of the County and the Chesapeake Bay. These are generally areas that may not be developable under current laws, areas where development may cause environmental degradation, areas that may present significant obstacles or hazards to indiscriminate development, and areas directly affected by nonpoint source pollution. Specifically, it is intended to encompass coastal and inland marshes, areas with slopes in excess of 15%, and low-lying floodplains.

### Conservation

This designation is intended to recognize and ensure the protection of the vast amounts of parkland, watershed areas surrounding current or potential public water supply reservoirs, and similar reserved areas which, for the most part, are in a natural state and therefore contribute positively to the perception of a rural atmosphere. The Conservation designation is intended as a policy statement to indicate the County's commitment to the proper management and protection of these sensitive and unique areas. While many of these areas are controlled by the Federal or State government and are not subject to local land use regulations, such areas should, in most situations, be placed in the least intense zoning classification to ensure their proper management and protection. This will ensure that almost any development, unless it is of extremely low intensity, will be reviewed by the Planning Commission and the Board of Supervisors through the rezoning process.

2015 LAND USE SUMMARY		
LAND USE DESIGNATION	GROSS ACREAGE	UNDEVELOPED ACREAGE
<b>RESIDENTIAL</b>		
Low Density	12,490	4,070
Medium Density	5,290	1,550
High Density	3,030	720
Multi-Family	1,120	80
<b>TOTAL RESIDENTIAL</b>	<b>21,930</b>	<b>6,420</b>
<b>BUSINESS</b>		
Limited	360	100
General	1,640	410
<b>TOTAL COMMERCIAL</b>	<b>2,000</b>	<b>510</b>
<b>INDUSTRIAL</b>		
Limited	1,000	100
General	2,110	980
<b>TOTAL INDUSTRIAL</b>	<b>3,110</b>	<b>1,080</b>
<b>ECONOMIC OPPORTUNITY</b>	<b>3,830</b>	<b>1,900</b>
<b>CONSERVATION</b>	<b>14,000</b>	<b>NA</b>
<b>MILITARY</b>	<b>20,300</b>	<b>NA</b>
<b>GRAND TOTAL</b>	<b>65,170</b>	<b>9,910</b>
<i>Note: Undeveloped Acreage includes all lands classified as Vacant or Agricultural in the 1999 Existing Land Use Map.</i>		

**Table 7**

The amount of undeveloped residential acreage shown in **Table 7** overstates the true amount of residential land available for development. The 1991 plan included a Resource Management and Protection land use designation, which was intended to recognize areas with environmentally sensitive features such as steep slopes, wetlands, and Chesapeake Bay Preservation Areas. Since protection of environmentally sensitive features is not a land use per se, the updated plan does not recognize these features as such. The deletion of this designation increases the

amount of residential acreage, even though much of this land cannot be built upon. The Resource Management and Protection designation is implemented through the Environmental Management Area overlay district provisions of the Zoning Ordinance, so the elimination of this designation has no net effect on residential development potential or the County's maximum build-out population.

### **Military**

This designation recognizes the vast amounts of military property in the County even though such installations are not subject to local land use regulations. Several of these installations also have environmentally sensitive areas that would limit development opportunities if transferred to private ownership. Consequently, such areas should be placed in the least intense zoning classification to emphasize the County's interest in ensuring their proper management and protection.

### **Single-Family Residential**

The three single-family residential designations are based on density (number of housing units permitted per acre of land) and are intended to recognize and continue the existing range of single-family densities in the County. Although each of the three density ranges probably will primarily provide traditional single-family detached housing types, proposals involving clustering of single-family detached housing should be encouraged in order to maximize open space retention, reduce impervious surface, and provide efficiency and cost savings in infrastructure construction.

This plan has defined allowable development density in terms of gross acreage and all of the future population projections are based on this definition. However, since undevelopable areas such as water bodies, wetlands, marshes, major power transmission rights-of-way, and other similarly situated areas should be excluded from single-family lots, the use of clustering is preferred to conventional subdivision. This technique will preserve the environmental amenities that make York County special and can be accomplished by establishing appropriate lot size criteria for conventional subdivisions while controlling cluster subdivisions through density.

With respect to the establishment of specific residential zoning classifications, it is intended that a range of residential density opportunities be made available. In this regard, the density guidelines established herein should be interpreted with a degree of flexibility when determining the range of lot sizes that are consistent with and can implement a particular density designation. Furthermore, the definition of permitted densities should not be construed to preclude consideration of higher-density single-family detached housing through the planned development process, subject to public hearing requirements and review by the Planning Commission and the Board of Supervisors.

Flexibility is also appropriate with respect to the development of small vacant "infill" parcels that are essentially surrounded by development having a density in excess of that prescribed. Such "infill development" flexibility should be exercised only in situations where logical and efficient subdivision and provision of public utilities would be difficult in strict accordance with the established density designation. In no case should such an interpretation be made that would circumvent the overall Land Use goals and objectives or allow the extension of inconsistent development densities into essentially undeveloped areas.

#### **LOW DENSITY:**

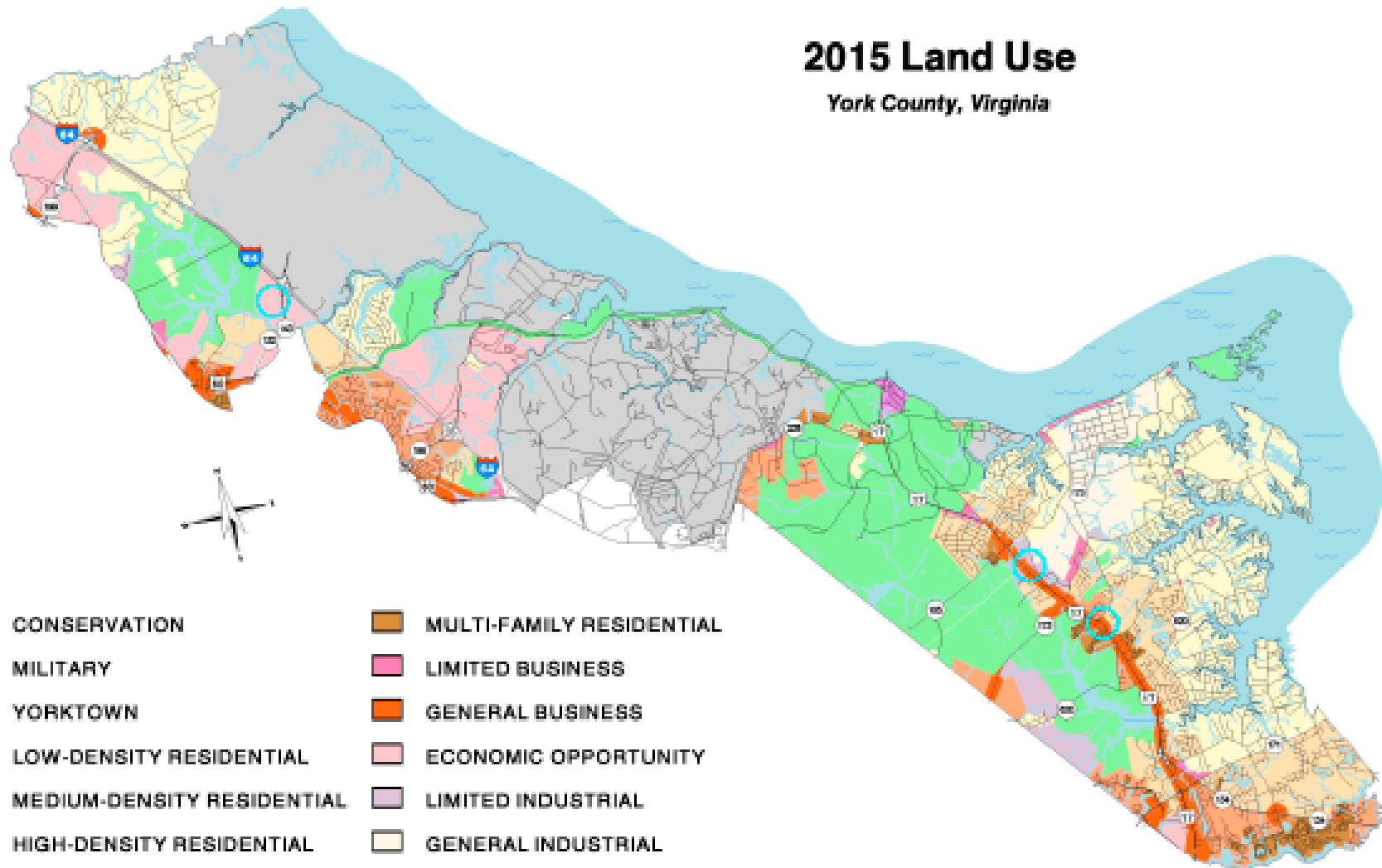
This designation is intended to provide opportunities for single-family detached housing having a maximum density of **one dwelling unit per acre**. Low-density development is appropriate in areas where public services and facilities are limited and/or physical or environmental constraints are prevalent.

#### **MEDIUM DENSITY:**

This designation is intended to provide opportunities primarily for single-family detached housing having a maximum density of **1.75 dwelling units per acre**. Medium-density development typically generates

# 2015 Land Use

York County, Virginia



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Computer Support Services

moderate demands on public services and facilities and should be located in areas where such services will be adequate and environmental constraints will not present development problems.

#### HIGH DENSITY:

This designation is intended to provide opportunities for single-family housing having a maximum density of **three dwelling units per acre**. The high-density development envisioned by this designation can be expected to generate intensive demands on public services and facilities and should be located with careful consideration given to the availability and adequacy of public services, transportation facilities, and commercial centers.

#### **Multi-Family/General Residential**

This designation is intended to recognize and encompass those areas of the County that are particularly suitable for residential development at a maximum density of **ten units per acre**. The high-density development envisioned by this designation can be expected to generate very intensive demands on public services and facilities and should be located accordingly. This designation is intended to provide opportunities for a variety of multi-family housing types such as garden apartments and townhouses. In addition, it is the intent of this designation to provide opportunities for the establishment of manufactured home subdivisions through use permit provisions or other appropriate review techniques intended specifically to evaluate the impact of such development on the surrounding area.

#### Mixed Use

There is no specific Mixed Use designation; however, there are certain areas of the County that have been identified as being potentially appropriate for some type of mixed use development. This is intended to provide opportunities for development that includes a mix of different types of uses – commercial, industrial, and residential – within the same development that are physically and functionally integrated with one another and developed under a unified, coherent master plan. The mix of uses must provide for a positive fiscal impact; in other words, the balance of nonresidential and residential uses must be such that the net revenues generated by the former more than compensate for the net expenditures generated by the latter. Furthermore, care should be exercised in evaluating any proposed mixed-use developments to ensure that the introduction of a residential component into these areas, most if not all of which are designated for *nonresidential* development, will not significantly affect the County's maximum build-out population of 80,000.

The identification of specific areas for mixed use should not be construed as excluding other areas from consideration for mixed-use development, nor should it be construed as a guarantee that a mixed-use development, if proposed in one of these areas, would necessarily be approved. The intent is to *expand* rather than *limit* development opportunities in these areas.

#### Limited Business

This designation is intended to provide opportunities for uses such as business or professional offices, and research, development and training facilities.

It is also intended to provide small, widely scattered development opportunities for various types of neighborhood commercial activities oriented primarily toward serving the day-to-day needs of residents of nearby areas. The scope of commercial activities permitted should be limited so as to discourage substantial traffic from outside the immediate neighborhood. Because of this limited scope, this designation is appropriate within, or in close proximity to, residential neighborhoods.

This designation is also intended to recognize and continue to provide opportunities for various types of activities requiring access to the water. These types of activities have historically been conducted in such areas as Waterview, Seaford, Dandy, and Dare, and their locational requirements often dictate that they be within or in close proximity to established residential neighborhoods or in areas with limited surface transportation access.

## **General Business**

This designation is intended to provide opportunities for retail and other commercial uses oriented primarily toward supplying goods or services for a community or regional market. The scope of commercial activities envisioned by this designation would include uses that need access to arterial highways and outdoor display or storage of goods or materials. The high intensity activity levels envisioned by this designation dictate that it be located with a full understanding of the potential impacts on adjacent residential and commercial development and traffic and circulation patterns.

## **Economic Opportunity**

This designation is intended to guide a mix of commercial, tourist-related, and limited industrial uses to certain portions of the County that have or are planned to have the access and infrastructure necessary to support both capital- and labor-intensive uses. The imposition of open space, landscaping, and buffering requirements that exceed the otherwise acceptable levels may be appropriate. The employment benefit to the County should be positive and enhance the tax base by increasing the County's fiscal strength. The unique nature of the Economic Opportunity designation excludes uses that may conflict with or detract from the activities proposed.

## **Limited Industrial**

This designation is intended to provide opportunities for a variety of industrial activities of low to moderate intensity. Industrial activities envisioned for this designation are those whose operations and/or characteristics will have relatively low impacts in terms of smoke, noise, vibration, or similar factors. Desirable features of areas encompassed by this designation would include utility availability, highway access, rail service, and favorable soil conditions.

## **General Industrial**

This designation is intended to provide opportunities for a variety of industrial activities whose operations and characteristics may necessarily involve significant levels of odor, noise, vibration, traffic and other conditions that may adversely impact surrounding land uses. Desirable features of areas encompassed by this designation would include full transportation access (highway, rail, water, air), available utilities, and favorable soil conditions.

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## **LAND USE DESIGNATIONS – SUB-AREA DESCRIPTIONS**

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Each of the County's ten Census Tracts is described and the specific land use designations for the Tract, or for sub-areas within each Tract, are discussed in detail in the following pages. The Route 17 corridor, which runs through six different Census Tracts, is discussed separately.

### **ROUTE 17**

The Route 17 corridor has been recognized as being worthy of special consideration and discussion. Extensive information and planning recommendations are established for this corridor in the separate [Route 17 Corridor Master Plan](#), dated January 9, 1996, which is incorporated by reference as a part of the York County [Comprehensive Plan](#).

Route 17 (George Washington Memorial Highway) is the County's major commercial corridor and is designated mostly for General Business development, with some exceptions. The special Yorktown designation has been applied to the segment that runs through the historic village of Yorktown (i.e., between the Coleman Bridge and Alexander Hamilton Boulevard). Between Yorktown and York High School (Falcon Drive), the Route 17 corridor is surrounded by the Colonial National Historical Park, which is designated Conservation. From York High School to Cook Road, this corridor is designated for Limited Business development. This less intense commercial designation is intended to recognize several

existing professional offices along Cook Road, to encourage the continuation of the development character already established by these uses, and to protect the adjacent residential areas from the adverse effects of more intensive commercial development. Similar low-impact commercial uses will provide a smooth transition between the more intense retail uses along the southerly portion of Route 17 and the Park Service property. This segment of Route 17, which is predominantly undeveloped, serves as a gateway into the historic area. Commercial activities should be encouraged to pay extra attention to landscaping and site aesthetics, especially in recognition of the relative proximity of this area to Yorktown.

Areas along Route 17 that have been identified as having potential for mixed-use development include the area of Grafton Drive and the Fort Eustis Boulevard intersection. As noted in the Route 17 Corridor Master Plan, nearby land uses and the configuration of adjacent parcels give these areas potential for some type of mixed use development.

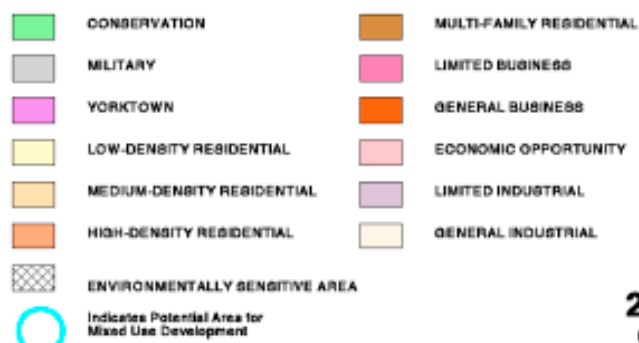
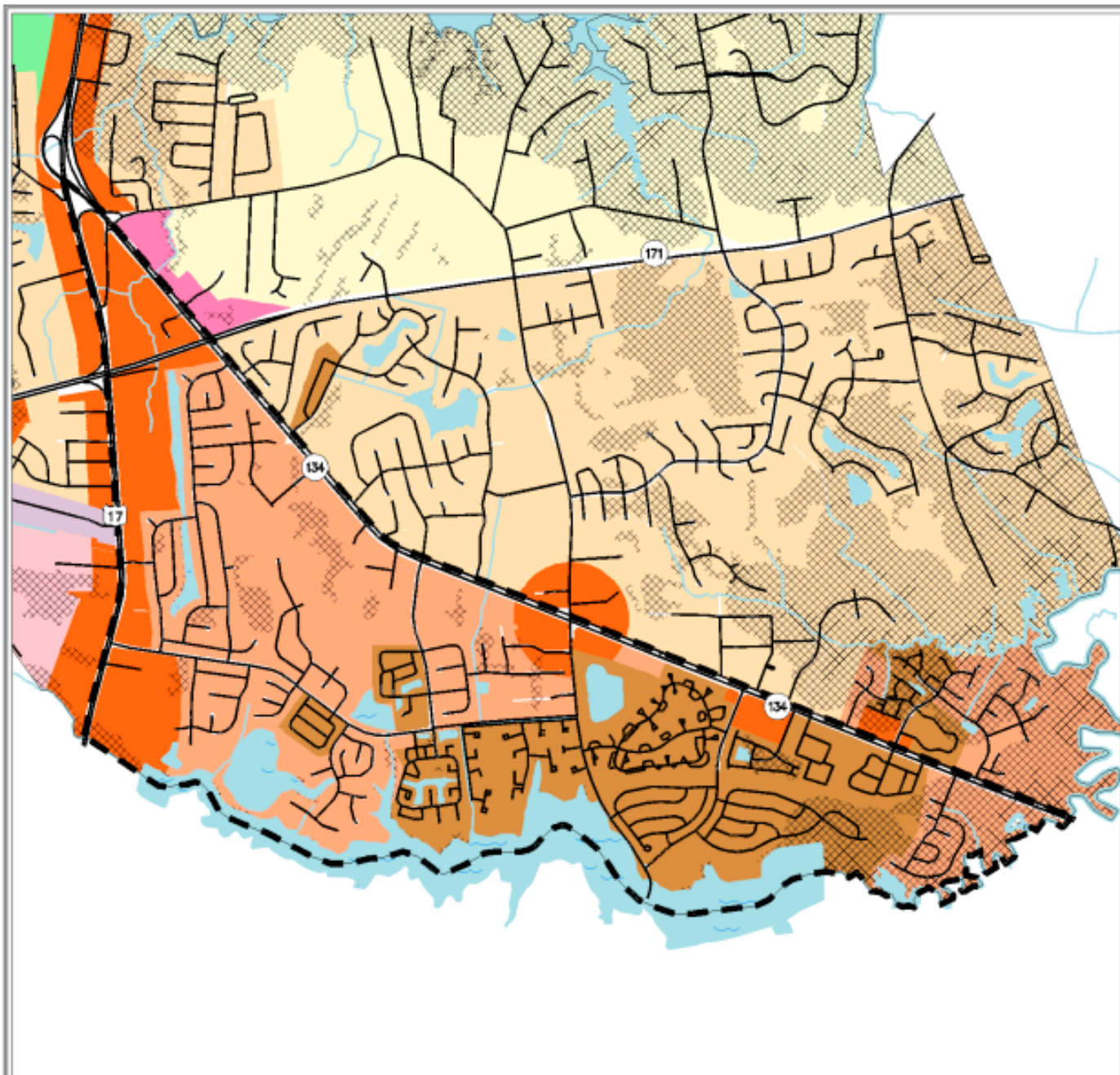
<b>CENSUS TRACT 502.01</b>	
<b>Location:</b>	Located at the southern end of the County, Census Tract 502.01 is bounded by Routes 17 and 134, Big Bethel Reservoir, and the cities of Newport News and Hampton.
<b>Existing Land Uses:</b>	<ul style="list-style-type: none"> <li>• Small-lot single family detached housing</li> <li>• Townhouses, duplexes, and apartments</li> <li>• Bethel Manor Housing Complex (Langley Air Force Base housing)</li> <li>• Commercial development along Route 17</li> </ul>
<b>Public Facilities:</b>	<ul style="list-style-type: none"> <li>• Bethel Manor Elementary School</li> <li>• Coventry Elementary School</li> <li>• Tabb Library (future)</li> </ul>
<b>Utilities:</b>	<ul style="list-style-type: none"> <li>• Public water and sewer available</li> </ul>
<b>Environmental Constraints:</b>	<ul style="list-style-type: none"> <li>• Hydric and poorly drained soil conditions</li> <li>• Wetlands</li> <li>• Reservoir (Big Bethel)</li> <li>• 100-year Floodplain</li> </ul>
<b>Road/Access Conditions:</b>	<ul style="list-style-type: none"> <li>• Excellent access to I-64 via Victory Boulevard</li> <li>• Peak-hour congestion along Hampton Highway</li> <li>• Victory Boulevard will need to be widened from Route 17 to Big Bethel Road</li> </ul>

### **Land Use Designations:**

With over a thousand new housing units built since 1990, Census Tract 502.01 has experienced significant residential growth in recent years. Much of this area has been designated for High-Density Residential development in recognition of the existing development pattern and the availability of utilities. Most of the area located east of Big Bethel Road and south of Route 134 has been designated Multi-Family Residential because of the prevalence of multi-family development.

Several junkyards along Route 17 in this area detract from the corridor's overall appearance. Elimination of these nonconforming uses should be a major objective of the County wherever possible. Completion of Coventry Boulevard, with a signalized intersection at Route 17, will provide an opportunity for the establishment of a commercial node in this location. Accordingly, the depth of the General Business designation in this area is greater than elsewhere on Route 17.

Additional commercial development in this area is proposed to be concentrated around the Big Bethel Road/Hampton Highway intersection. This type of nodal commercial development has the advantages of limiting the number of curb cuts and encouraging an economically efficient concentration of uses on commercial sites. Small and scattered individual parcels, in contrast, hinder internal circulation, cause deterioration of roadway capacity and can create a "strip" commercial atmosphere. The preferred development within this node includes concentrations of commercial activity such as typically found in shopping centers and small office centers. In addition, two smaller commercial nodes have been



**2015 Land Use**  
Census Tract 502.01



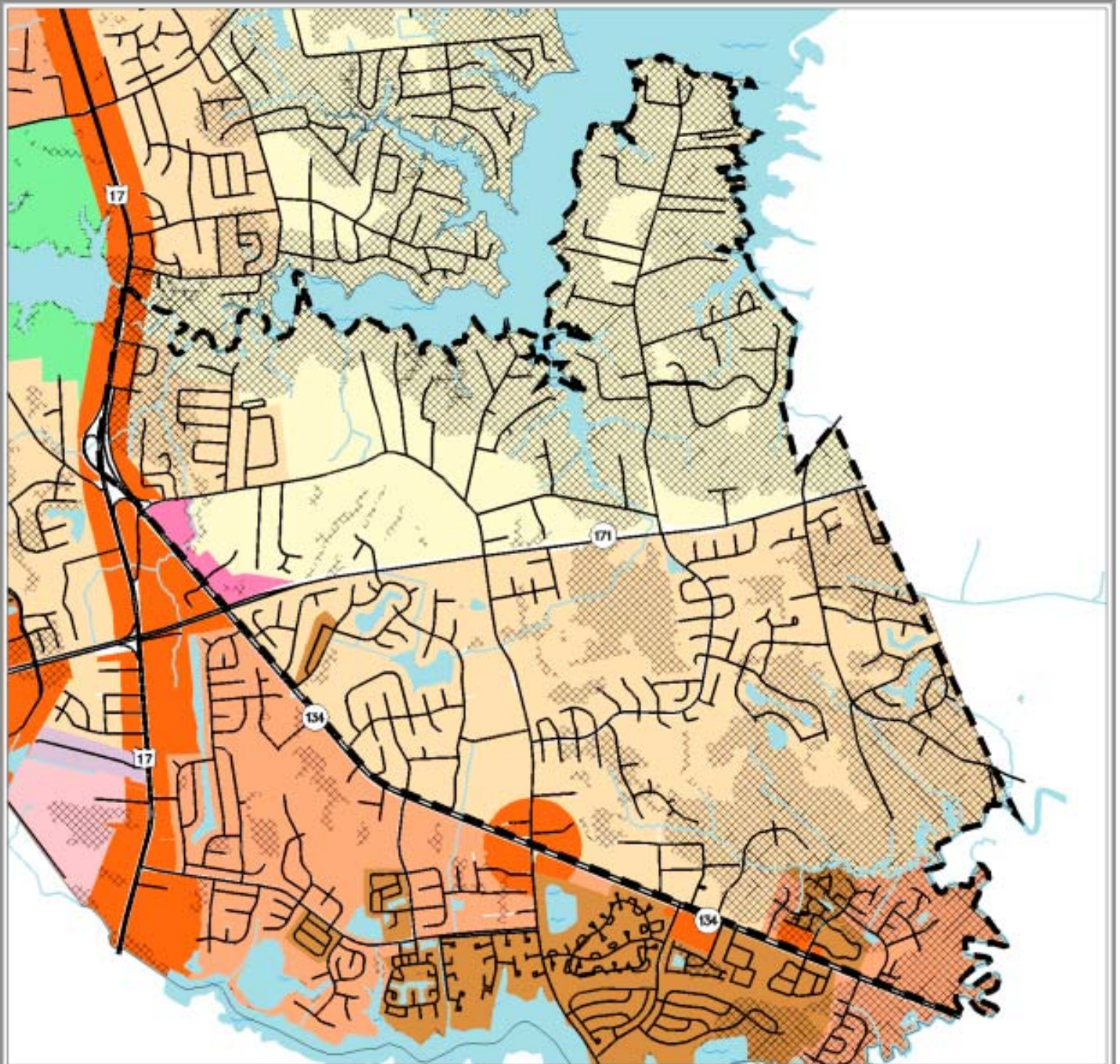
designated along Route 134 at the York Downs Drive and First Avenue intersections in recognition of existing or approved commercial activities; however, commercial development at these intersections should not be permitted to spread along Route 134.

<b>CENSUS TRACT 502.02</b>	
<b>Location:</b>	Bounded on the east by the City of Poquoson and Lamb's Creek, on the north by the Poquoson River, on the west by Route 17 and on the south by Route 134.
<b>Existing Land Use:</b>	<ul style="list-style-type: none"> <li>• Large- and medium-lot single-family detached residential development</li> <li>• Townhouses and condominium apartments in Yorkshire Downs; townhouses in Meadowlake Farms</li> <li>• York Pointe Apartments</li> </ul>
<b>Public Facilities:</b>	<ul style="list-style-type: none"> <li>• Mount Vernon Elementary School</li> <li>• Rodgers A. Smith Landing</li> <li>• Tabb Elementary School</li> <li>• Tabb Fire Station</li> <li>• Tabb Middle School</li> <li>• Tabb High School</li> </ul>
<b>Utilities:</b>	<ul style="list-style-type: none"> <li>• Public water service generally available</li> <li>• Sewer serving new residential construction; remainder of area mostly on septic systems</li> </ul>
<b>Environmental Constraints:</b>	<ul style="list-style-type: none"> <li>• Hydric and poorly drained soils</li> <li>• Wetlands</li> <li>• 100-Year Floodplain</li> </ul>
<b>Road/Access Conditions:</b>	<ul style="list-style-type: none"> <li>• Excellent access to I-64 via Victory Boulevard</li> <li>• Peak-hour congestion along Hampton Highway</li> <li>• Yorktown Road is adequate as a residential collector, but not as an arterial</li> <li>• Victory Boulevard will need to be widened from Route 17 to Big Bethel Road</li> <li>• Big Bethel Road to be reconstructed</li> </ul>

### **Land Use Designations:**

Victory Boulevard (Route 171) has become the dividing line between low density residential development to the north and medium density residential development to the south. The proximity of the Poquoson River and Lamb's Creek and the potential adverse water quality impacts of higher density development, as well as the limited carrying capacity of Yorktown Road and the absence of public utilities, combine to warrant a Low Density Residential designation for most of the area north of Victory Boulevard. This is also true in Calthrop Neck, where the presence of wetlands, waterways, and poorly drained soils support the need to maintain this area's rural character. Much of this area falls within the 100-year floodplain, providing further impetus for maintaining low-density development, even with the installation of public sewer and water. In areas south of Victory Boulevard, where public utilities are available and environmental constraints are fewer, medium density development has occurred and is recognized through a Medium Density Residential designation; like most of the Tabb area, this portion of Census Tract 502.02 has experienced significant residential development since the mid-1980s. With this growth have come public sewer and public water, but the extensions often have not directly benefited existing residents, many of whom are experiencing problems with wells and septic systems. The presence of wetlands along Wythe Creek mandates that new development be constructed in an environmentally sensitive manner. High-density and Multi-Family Residential designations have been applied on the north side of Route 134 in recognition of the existing Yorkshire Downs planned development.

Route 17 is designated for General Business development, while less intense commercial uses are envisioned along Route 134 around the Victory Boulevard (Route 171) and Yorktown Road (Route 706) intersections. These areas are designated for Limited Business, primarily because of their proximity to residential development. With landscaped buffers, the Limited Business designation provides a transitional zone between residential and intensive commercial uses across Route 134. Further residential



**2015 Land Use**  
Census Tract 502.02



development in these areas is not appropriate because of the high traffic volumes along Routes 171 and 134, particularly at these major intersections.

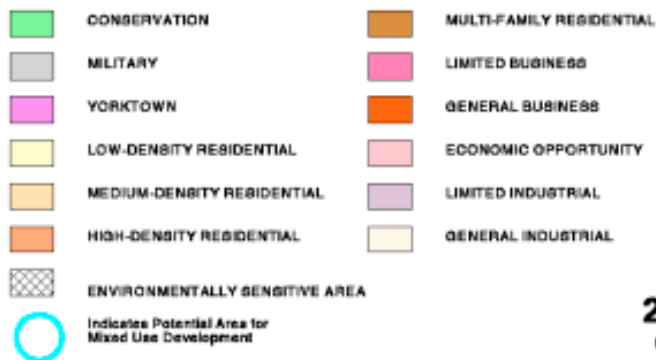
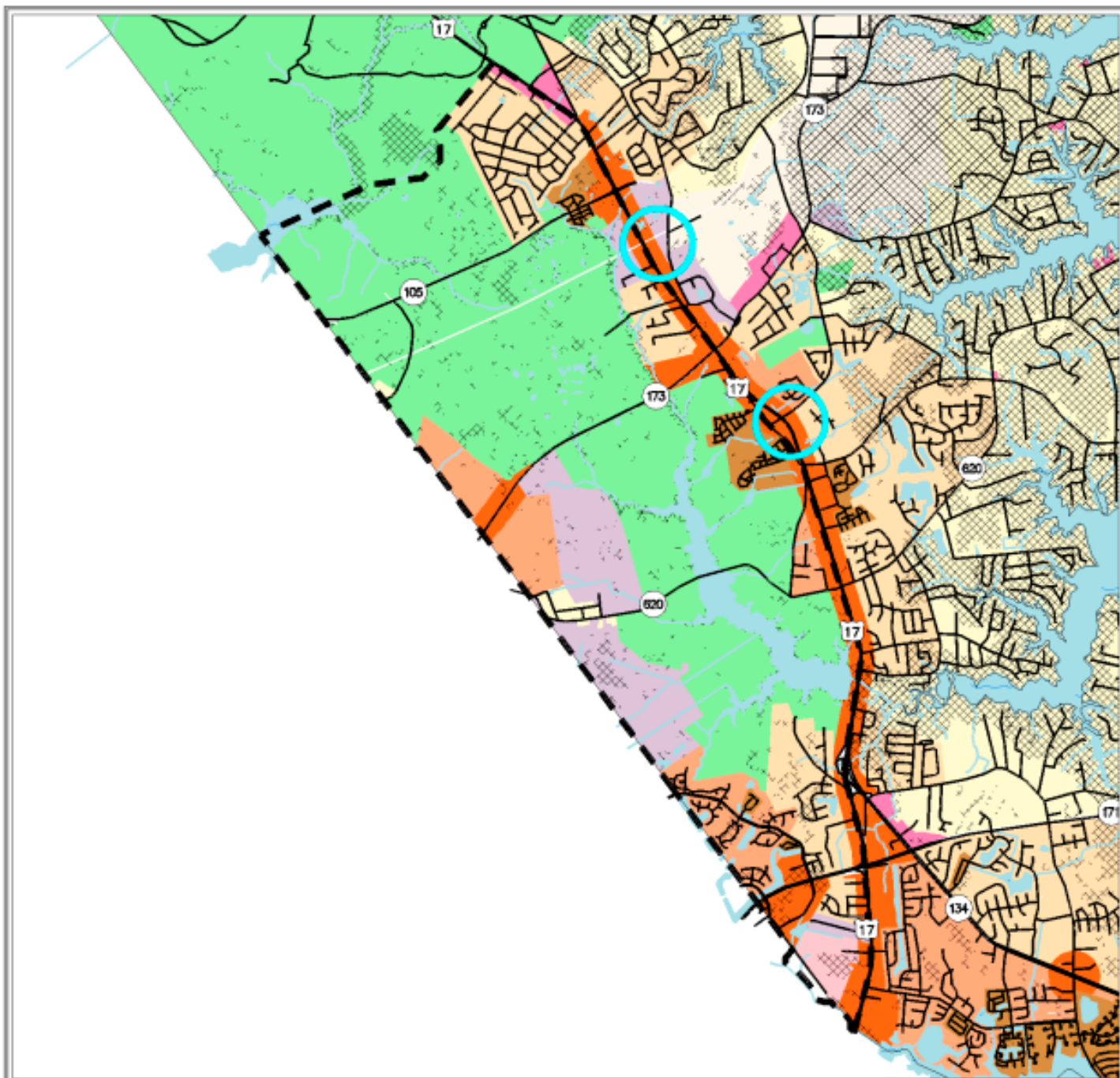
Comments pertaining to the establishment of commercial nodes along Route 134 in Census Tract 502.01 apply to this Census Tract as well.

<b>CENSUS TRACT 503.01</b>	
<b>Location:</b>	Census Tract 503.01 stretches from Edgehill subdivision almost to the southernmost tip of the County. It is bounded by Route 17 to the east, the City of Newport News to the west and south, and the Colonial National Historical Park to the north.
<b>Existing Land Uses:</b>	<ul style="list-style-type: none"> <li>• Commercial, office, and light industrial development along Route 17 and Route 171</li> <li>• Medium- and small-lot single-family detached residential development</li> <li>• Townhouses and condominium apartments</li> <li>• Harwoods Mill Reservoir</li> <li>• Newport News/Williamsburg International Airport runway and surrounding airport property</li> <li>• Retail commercial and services (offices) on Denbigh Boulevard</li> <li>• Railroad spur line to Virginia Power and Amoco refinery sites</li> </ul>
<b>Public Facilities:</b>	<ul style="list-style-type: none"> <li>• Grafton Fire Station</li> <li>• Grafton High School/Middle School</li> <li>• Kiln Creek fire station site (future)</li> <li>• Kiln Creek school site (future)</li> <li>• Yorktown Elementary School</li> </ul>
<b>Utilities:</b>	<ul style="list-style-type: none"> <li>• Public water and sewer are generally available</li> </ul>
<b>Environmental Constraints:</b>	<ul style="list-style-type: none"> <li>• Hydric, poorly, and moderately drained soils</li> <li>• Newport News Waterworks Watershed property</li> <li>• Drains toward Harwoods Mill Reservoir</li> </ul>
<b>Road/Access Conditions:</b>	<ul style="list-style-type: none"> <li>• Excellent access to I-64 via Victory Boulevard</li> <li>• Peak hour congestion along Route 17 from Hampton Highway to Lakeside Drive</li> <li>• Route 17 will need to be widened north of Victory Boulevard</li> <li>• Grafton Drive to be reconstructed</li> <li>• Fort Eustis Boulevard to be widened to four lanes</li> </ul>

## **Land Use Designations:**

### **KILN CREEK**

The southern portion of this Census Tract has experienced significant change with the completion of Victory Boulevard (Route 171), which provides an east-west link between Newport News and Poquoson. Major development along this corridor includes the Villages of Kiln Creek golf course community straddling the York County/Newport News border, Cybernetics and Marriott Towne Suites, the Village Square Shopping Center, home of Super Kmart, and the Ice Palace skating rink. The Villages of Kiln Creek is recognized with a High-Density Residential designation, while the townhouse and condominium sections (The Sanctuary and Eagle Sound) are designated Multi-Family Residential. Remaining residential development in this area is designated Medium Density Residential. To the south of Kiln Creek is the Bethel Industrial Park. This area has tremendous potential for economic development and is identified as an Economic Development Priority area in the Economic Development element. Infrastructure improvements to enhance access to this area and extend public utilities could help this area realize its economic development potential, expanding the economic base with revenue-generating office, light industrial, and commercial uses.



**2015 Land Use**  
Census Tract 503.01



## **WATERSHED/AIRPORT PROPERTY**

Much of the land in this Census Tract is owned by Newport News Waterworks and is designated Conservation to protect the watershed. Another large portion surrounding Newport News/Williamsburg International Airport is owned by the Peninsula Airport Commission and is designated Limited Industrial in recognition of the airport and the possibility of supporting industrial development nearby. A small neighborhood on Oriana Road (Kentucky Farms) is recognized with a Low-Density Residential designation; however, additional residential development in such proximity to the airport runway is not recommended for both noise and safety reasons.

## **GRAFTON DRIVE**

The Grafton Drive area contains a variety of land uses, including townhouses, duplexes, two County schools, and assorted retail and office development. Much of this area is designated for Multi-Family Residential development, while the remainder is designated General Business. The eclectic development character of this area create the potential for a mixed use development, and it is identified in the Route 17 Corridor Plan, which was completed in 1996, as a potential “village activity center.” It is underdeveloped and centrally located and has the semblance of a “main street” on Grafton Drive.

The remainder of this Census Tract is mostly designated for Medium-Density Residential development because of its existing development character; however, small areas on both sides of Fort Eustis Boulevard are designated for Multi-Family Residential because of existing townhouse and condominium development and to provide an opportunity for expansion of this use, particularly on the north side of Fort Eustis Boulevard because of its excellent road access and public utilities. The possibility for a mixed use development exists at the Route 17/105 intersection, which has been designated General Business (see 504.01). This underdeveloped node is designated in the Route 17 Corridor Plan as a potential “village center.” It is centrally located at the intersection of two major arterial highways. The four quadrants comprising the intersection could lead to future development as a pedestrian-oriented mix of uses anchored by commercial development, some of which is already in place.

The area bounded by Denbigh Boulevard, Newport News Waterworks property, and the Newport News city line is identified as an Economic Priority Area in the Economic Development element. A residential Planned Development with commercial frontage on Denbigh Boulevard has been approved in this area by the Board of Supervisors. Accordingly, most of this area is designated High-Density Residential, with the Denbigh Boulevard frontage designated General Business.

<b>CENSUS TRACT 503.02</b>	
<b>Location:</b>	Located in the southeastern portion of the County and is bounded on the north by Goodwin Neck Road and Chisman Creek, on the west by Route 17, on the south by the Poquoson River, and on the east by the York River.
<b>Existing Land Use:</b>	<ul style="list-style-type: none"><li>• Large and medium lot size single-family detached residential development</li><li>• Apartments and Townhouses</li><li>• Retail commercial and office uses along Route 17</li><li>• Water-oriented uses on Chisman Creek</li><li>• Neighborhood commercial development at intersection of Dare and Railway Roads</li><li>• Lafayette Gun Club</li><li>• Borrow pits</li></ul>
<b>Public Facilities:</b>	<ul style="list-style-type: none"><li>• Chisman Park</li><li>• Dare Elementary School</li><li>• Former York County Landfill</li><li>• Grafton-Bethel Elementary School</li><li>• York County School Board Office</li></ul>

<b>CENSUS TRACT 503.02</b>	
	<ul style="list-style-type: none"> <li>• Wolf Trap Park</li> </ul>
<b>Utilities:</b>	<ul style="list-style-type: none"> <li>• Public water generally available</li> <li>• Sewer service is available in portions of the area</li> <li>• Dare Sewer and Water extension under way</li> </ul>
<b>Environmental Constraints:</b>	<ul style="list-style-type: none"> <li>• Wetlands</li> <li>• Poorly to moderately well drained soils</li> <li>• Abandoned fly-ash disposal sites converted to recreational use</li> <li>• Former County landfill</li> <li>• 100-year Floodplain</li> </ul>
<b>Road/Access Conditions:</b>	<ul style="list-style-type: none"> <li>• Generally acceptable along Lakeside Drive</li> <li>• Severe congestion on Route 17 south of Lakeside Drive during morning and afternoon peak hours</li> </ul>

### **Land Use Designations:**

Formerly active borrow pits are along Wolfrap Road and Lakeside Drive in this Census Tract and will ultimately need to be reclaimed. The development limitations of such land uses dictate that development, if any, be of low intensity. Consequently, these areas are designated Conservation to ensure close scrutiny of any development proposal other than very low intensity through the rezoning process.

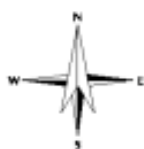
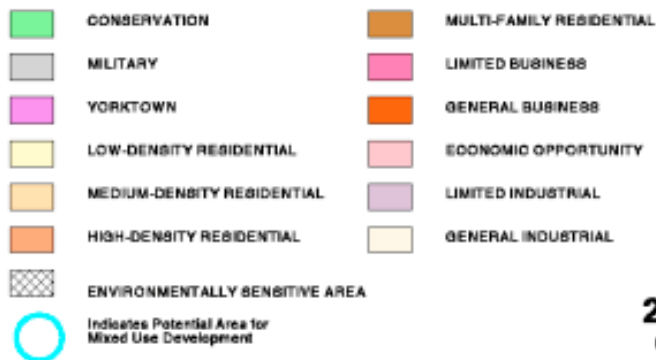
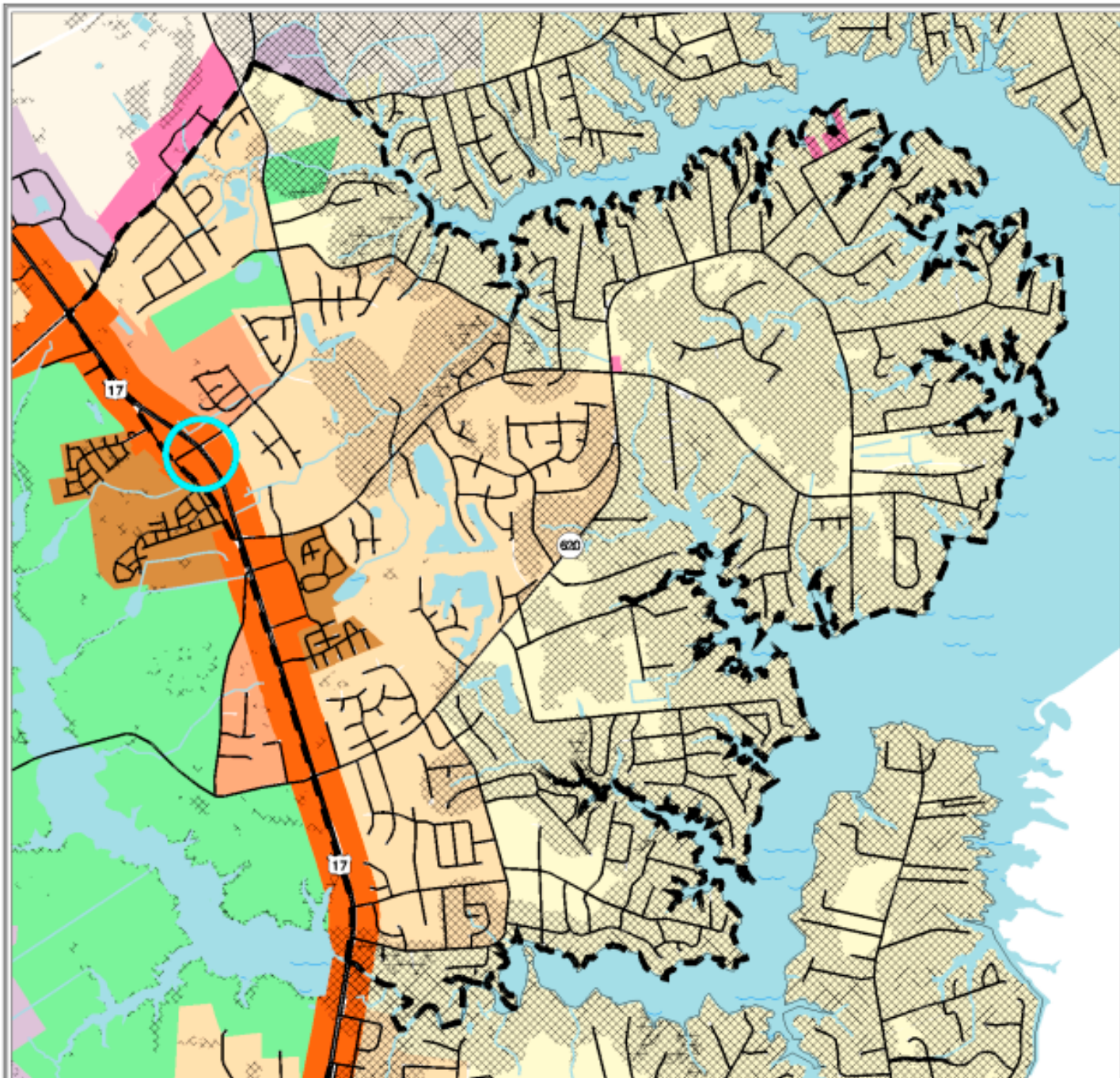
### **GRAFTON**

The land use designations in the Grafton area east of Route 17 follow a general pattern of decreasing intensity of use from west to east. Route 17 is designated for General Business development, with a Mixed Use node at the intersection with Denbigh Boulevard and Goodwin Neck Road. Unlike the sections of Route 17 developed prior to existing regulations, any new commercial development in this area should have greater green space and landscaped areas with an emphasis on tree preservation. As developed properties are improved or renovated, increasing the amount of open space and landscaping should be a priority.

The areas immediately east of Route 17 are designated for Multi-Family and Medium-Density residential development in recognition of existing development and the availability of utilities. The Multi-Family Residential designation also provides a buffer between the intense commercial character of Route 17 and Medium-Density Residential development to the east which likewise serves as a buffer between Medium- and Low-Density Residential areas. The easternmost areas of this Census Tract are designated for Low-Density Residential development because of their proximity to waterways, environmental constraints, limited accessibility, and, least importantly, the lack of utilities. Protection of wetlands and the quality of the adjacent waterways has been the overriding factor in maintaining the low-density residential designation in these areas. Higher density development can still impose significant environmental and water quality impacts as well as increased demands on the transportation network. The only land in this area designated for High-Density Residential development is the area north of Wolfrap Road, which is relatively free of environmental constraints. The Willow Lakes planned development, which includes both single-family detached and attached housing, is currently under construction in this location.

### **DARE**

The Low-Density Residential designation for the Dare peninsula recognizes its existing character, environmental conditions, and its limited accessibility. This density level also recognizes the potential impact development could have on adjacent Chisman Creek, Patricks Creek, and the York and Poquoson Rivers due to increased runoff and non-point source pollutant loadings. Consequently, any development that occurs must be accomplished in an environmentally sensitive manner utilizing public utilities or large lots that can accommodate individual systems. Such development patterns will help to ensure sufficient area for effluent and/or stormwater runoff filtering and cleaning. The Low-Density designation should be maintained even after public water and sewer are extended since higher density development would still be characterized by unacceptable runoff and traffic volumes. Maintaining this portion of the Allens Mill



**2015 Land Use**  
Census Tract 503.02



area in the low density designation recognizes the need to protect Chisman Creek from increases in siltation and stormwater runoff both of which have an adverse impact on water quality.

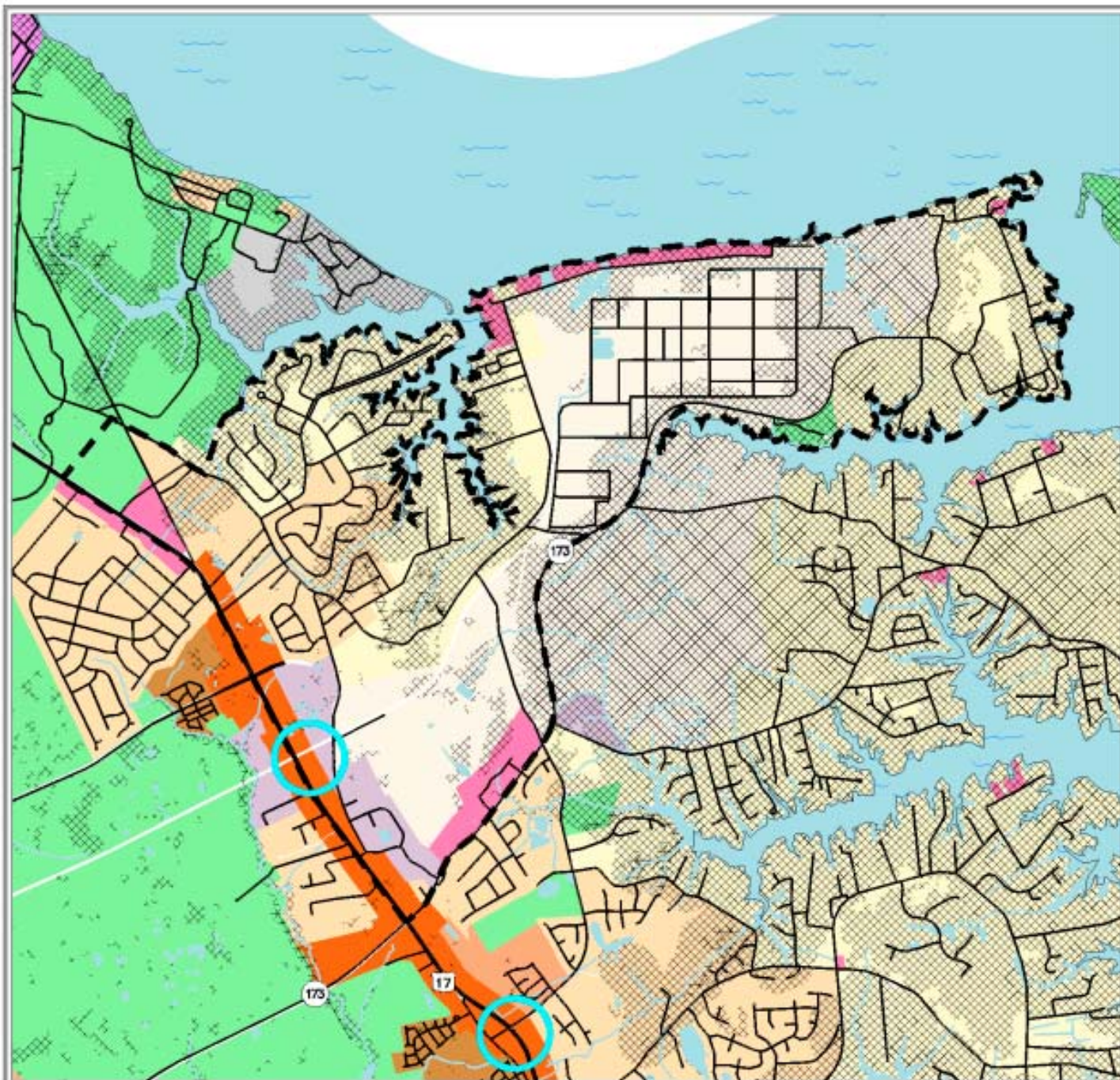
The plan recognizes, through a Limited Business designation, a small neighborhood convenience market and an automotive repair garage that serve the surrounding area. Water-oriented commercial activity is an integral part of this community and includes boat storage, maintenance and repair facilities. These also have been recognized with a Limited Business designation where they exist.

<b>CENSUS TRACT 504.01</b>	
<b>Location:</b>	Bounded on the west by Route 17, on the north by the Colonial National Historic Park, Wormley Creek, and the York River, to the south by Goodwin Neck Road, and on the east by the York River.
<b>Existing Land Use:</b>	<ul style="list-style-type: none"> <li>• Large and medium lot single-family detached residential development</li> <li>• Water-dependent uses (marinas, boat repair)</li> <li>• Virginia Power plant</li> <li>• Amoco oil refinery</li> <li>• Industrial park</li> <li>• Commercial retail and service uses</li> <li>• Railroad to industrial area</li> </ul>
<b>Public Facilities:</b>	<ul style="list-style-type: none"> <li>• Back Creek Park</li> <li>• Wormley Creek Boat Landing</li> <li>• York County Operations Center</li> <li>• York County Public Library</li> <li>• York County Waste Management Center</li> <li>• York High School</li> </ul>
<b>Utilities:</b>	<ul style="list-style-type: none"> <li>• Public water generally available</li> <li>• Sanitary sewer service available in limited areas</li> </ul>
<b>Environmental Constraints:</b>	<ul style="list-style-type: none"> <li>• 100-year Floodplain</li> <li>• Wetlands</li> <li>• Poorly and moderately drained soils</li> <li>• Virginia Power structural fill sites</li> <li>• County Landfill</li> <li>• Shoreline erosion</li> </ul>
<b>Road/Access Conditions:</b>	<ul style="list-style-type: none"> <li>• Fort Eustis Boulevard to be extended to the intersection of Goodwin Neck and Seaford Roads</li> <li>• Wolftrap and Hornsbyville Roads need improvement</li> <li>• Generally acceptable along Goodwin Neck and Waterview Road</li> </ul>

### **Land Use Designations:**

#### **GOODWIN NECK/WATERVIEW**

The area encompassing the Virginia Power Plant and the Amoco refinery, which the Economic Development element designates as an Economic Development Priority Area, is designated General Industrial. A CSX railroad line traverses this area, bringing fuel and materials to these two heavy industrial users. Opportunities exist for future industrial and warehousing users to use this rail line for shipping and receiving; consequently, the rail alignment should be preserved. Water-oriented businesses along Waterview Road are recognized through a Limited Business designation. With rail access, public utilities, and direct interstate access via the planned Fort Eustis Boulevard extension, the potential for further industrial development in Goodwin Neck, which consists of several large, undeveloped parcels, is strong. However, because of extensive residential development along Hornsbyville Road, the rail line itself is the most logical dividing line between residential and industrial designations. Allowing residences to encroach on these future industrial sites would sow the seeds of future citizen discontent with their industrial neighbors.



**2015 Land Use**  
Census Tract 504.01



A Limited Industrial designation has been applied to Victory Industrial Park in recognition of the park's character and that of adjacent parcels on Old York-Hampton Highway. This designation also encompasses lands along the CSX rail corridor where spur lines could potentially be extended for other industrial purposes. The County Operations Center on Goodwin Neck Road is designated Limited Business because it consists primarily of office uses, although there are also semi-industrial uses (e.g., auto repair, carpentry shop). This designation also provides a buffer between the heavy industrial area to the north and the residential areas on the south side of Goodwin Neck Road.

### **ROUTE 17/COOK ROAD**

The triangular area to the north bounded by Route 17, Cook Road, and Falcon Road is designated Limited Business to recognize existing development, to protect adjacent residential development from the potentially adverse impacts of more intense commercial development, and to protect the quality of this gateway into historic Yorktown.

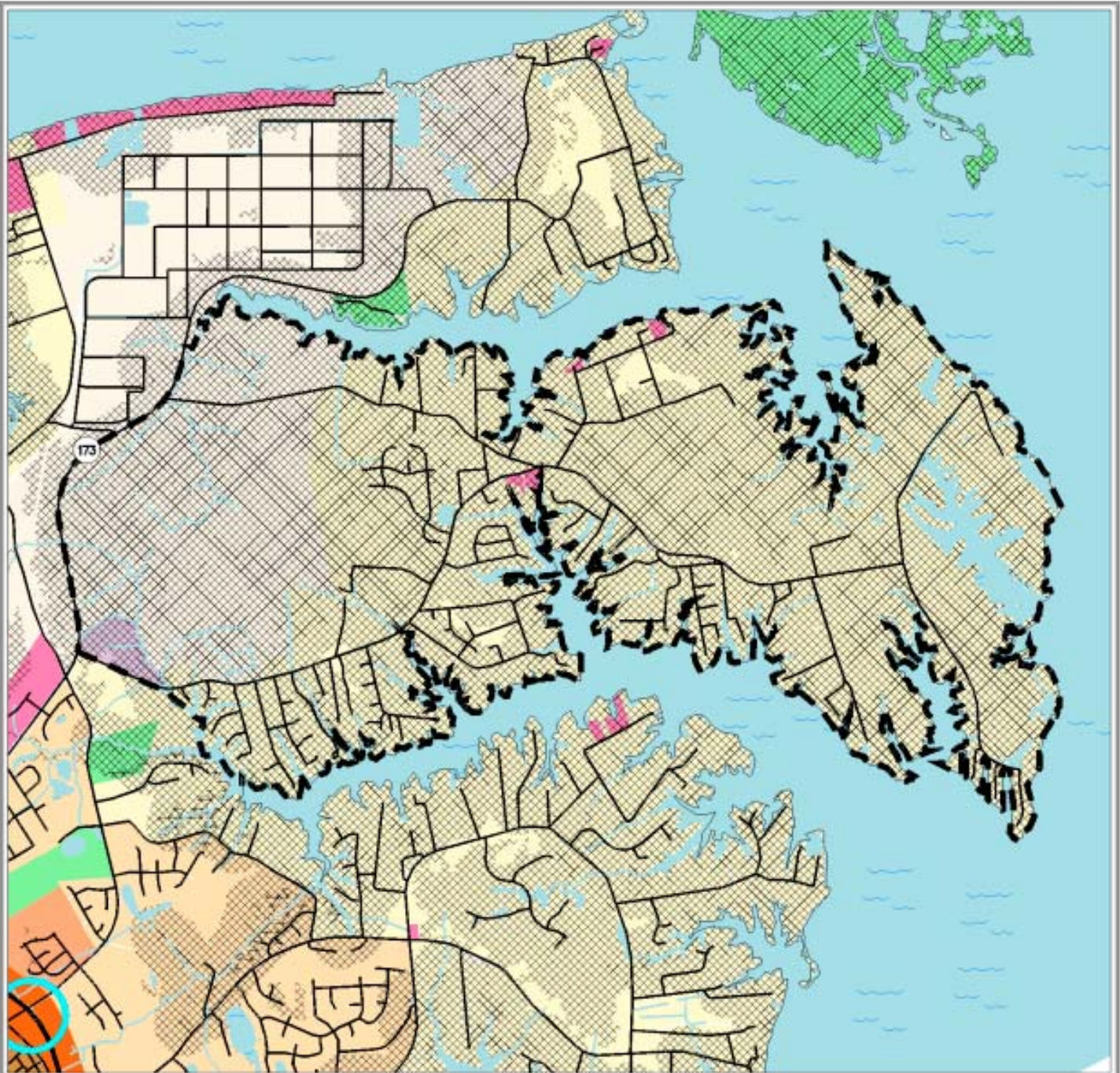
### **MARLBANK/HORNSBYVILLE**

Most of the land north of the CSX tracks and Waterview Road is designated for residential use. Although there has been some new home construction in recent years, this area contains mostly older, established residential neighborhoods. Much of this area has been designated Low-Density Residential primarily to ensure the protection of Wormley Creek from the potentially adverse impacts of increased stormwater runoff and siltation associated with higher density development. The lack of public sewer service, combined with the need to protect the Wormley Creek basin and various other factors including the capacity limitations of Waterview, Old Wormley Creek and Hornsbyville Roads, support the low-density development patterns. Medium-Density single-family development has occurred in areas adjoining Hornsbyville Road and in proximity to public utilities and is appropriately recognized. A Low-Density Residential designation recognizes the existing development character in Marlbank Cove and the proximity of Wormley Creek. An extensive area on both sides of Wormley Creek Drive at the entrance to Marlbank Farms, and the Marl Ravine Road vicinity, has been designated Medium-Density Residential because of the development patterns occurring because of the availability of public utilities.

### **DANDY**

The majority of the Dandy area is designated Low-Density Residential in consideration of existing development patterns and the limitations resulting from the extremely wet conditions present over much of the area. Because of the extreme wetness, the capability of the land to support additional development is limited. Even though public sewer has been extended to this area, the Low-Density designation is considered appropriate in order to protect adjacent wetlands and waterways from the increased stormwater runoff, siltation, and nonpoint source pollution associated with higher density development.

<b>CENSUS TRACT 504.02</b>	
<b>Location:</b>	Bounded by Back Creek on the north, the York River on the east, Chisman Creek on the south, and Goodwin Neck Road on the west.
<b>Existing Land Use:</b>	<ul style="list-style-type: none"> <li>• Large and medium lot size single-family residential</li> <li>• Neighborhood commercial uses</li> <li>• HRSD Sewage treatment plant</li> <li>• Marina, seafood processing</li> </ul>
<b>Public Facilities:</b>	<ul style="list-style-type: none"> <li>• Seaford Elementary School</li> <li>• Seaford Fire Station</li> </ul>
<b>Utilities:</b>	<ul style="list-style-type: none"> <li>• Public water generally available</li> <li>• Public sewer service available only along Goodwin Neck Road and portions of Seaford Road; sewer extensions planned for existing development in Seaford to address failing septic system problems</li> </ul>
<b>Environmental Constraints:</b>	<ul style="list-style-type: none"> <li>• Wetlands</li> <li>• Poorly drained soils</li> </ul>



**2015 Land Use**  
Census Tract 504.02



	<ul style="list-style-type: none"> <li>• 100-year Floodplain</li> </ul>
<b>Road/Access Conditions:</b>	<ul style="list-style-type: none"> <li>• Good access along Goodwin Neck Road; Seaford Road may require improvement</li> </ul>

### Land Use Designations:

#### **SEAFORD**

Much of the Seaford area is designated Low-Density Residential, based largely on the need to protect Chisman and Back Creeks from further siltation and water quality degradation, which can be attributed in part to past development patterns and practices. Although several medium-density developments exist in the area, and public water and sewer are available in certain locations, the need to encourage environmental protection is an overriding issue. Even with the availability of public water and sewer, environmental and infrastructure considerations such as wet soil, proximity to Chisman Creek and its tributaries, and poor road access dictate a Low-Density designation. Much of the York Point/Baytree Beach area consists of salt marshes and other environmentally fragile areas that must be protected from the potentially adverse impacts of indiscriminate development. Much of this land is very low and therefore susceptible to severe wetness and periodic flooding.

Undeveloped property owned by Amoco remains designated for General Industrial use. However, a permanent conservation easement (100 to 200 feet in width) along the perimeter of the Amoco property is recommended at such time as any future expansion occurs. The Limited Industrial area at the intersection of Goodwin Neck and Seaford Roads is largely developed with the Coca-Cola distribution center and there is only limited opportunity to expand. The presence of tidal and perhaps non-tidal wetlands could be an obstacle to future development in this area.

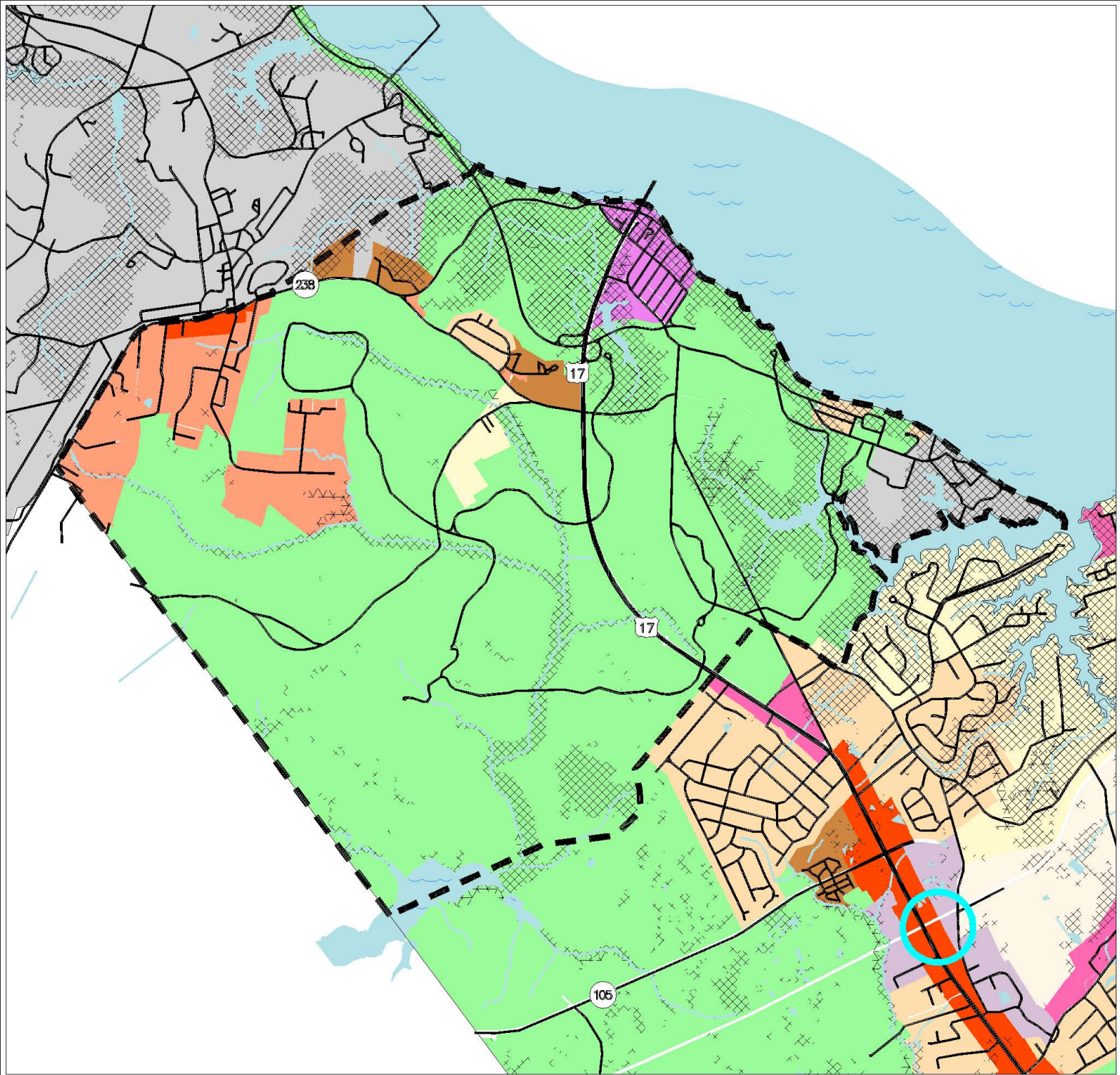
A small neighborhood store at the intersection of Seaford and Back Creek Roads serves the area and has been recognized with a Limited Business designation. Large-scale commercial development would not be appropriate in this area, although additional commercial development is possible at the Goodwin Neck Road/Seaford Road intersection upon completion of the Fort Eustis Boulevard extension.














Water-dependent uses located off of Shirley Road include Seaford Scallop, Ewell and Freeman Seafood, Mills Marina, and Calvin Hudgins Welding. These businesses, which provide support services for seafood landing and processing, boat fueling and re-supply, and boat repair operations, are designated Limited Business in recognition of the low intensity commercial use. The state dock at the end of Shirley Road does not appear to provide sufficient public access to water and consideration could be given to establishing a public use facility in this area that would accommodate the public water access needs of the community and provide for other water-related uses.

#### **GOODWIN ISLANDS**

In 1991, the Goodwin Islands became a part of the Chesapeake Bay National Estuarine Research Reserve System for the Commonwealth of Virginia. The Virginia Institute of Marine Science (College of William and Mary) has been designated by the state to manage this island. This reserve will be used by VIMS for coastal research and education and is therefore designated Conservation.

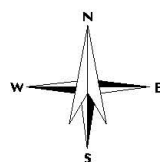
<b>CENSUS TRACT 505</b>	
<b>Location:</b>	Bounded by Route 238 on the north, the York River on the east, the city of Newport News on the west, and the Colonial National Historical Park and Wormley Creek on the south.
<b>Existing Land Uses:</b>	<ul style="list-style-type: none"> <li>• Small and medium lot single-family detached housing</li> <li>• Single-Family attached housing (Chischiak Watch, Windmill Point)</li> <li>• Multi-family housing (Yorktown Village, Rivermeade Apartments)</li> <li>• Historic buildings in Yorktown (Grace Episcopal Church, Customs House, Dudley Digges House, Moore House, Nelson House, Sessions House, Swan Tavern)</li> <li>• Colonial National Historical Park and Visitors Center</li> </ul>



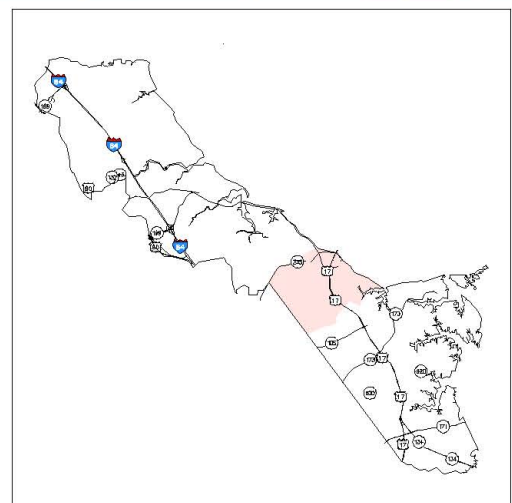
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|--|--------------------------------|---|--------------------------|
|  | CONSERVATION                   |  | MULTI-FAMILY RESIDENTIAL |
|  | MILITARY                       |  | LIMITED BUSINESS         |
|  | YORKTOWN                       |  | GENERAL BUSINESS         |
|  | LOW-DENSITY RESIDENTIAL        |  | ECONOMIC OPPORTUNITY     |
|  | MEDIUM-DENSITY RESIDENTIAL     |  | LIMITED INDUSTRIAL       |
|  | HIGH-DENSITY RESIDENTIAL       |  | GENERAL INDUSTRIAL       |
|  | ENVIRONMENTALLY SENSITIVE AREA |   |                          |



Indicates Potential Area for  
Mixed Use Development



**2015 Land Use**  
**Census Tract 505.00**



<b>CENSUS TRACT 505</b>	
	<ul style="list-style-type: none"> <li>• Yorktown Victory Center (Jamestown-Yorktown Foundation)</li> <li>• Commercial activities on waterfront</li> <li>• U.S. Coast Guard Reserve Training Center</li> </ul>
<b>Public Facilities:</b>	<ul style="list-style-type: none"> <li>• Charles E. Brown Park and Community Center</li> <li>• U.S. Post Office</li> <li>• York County Administration Center</li> <li>• York County Circuit Courthouse</li> <li>• York County Finance Building</li> <li>• York-Poquoson Courthouse</li> <li>• Yorktown Middle School</li> </ul>
<b>Utilities:</b>	<ul style="list-style-type: none"> <li>• Public water and sewer service available</li> </ul>
<b>Environmental Constraints:</b>	<ul style="list-style-type: none"> <li>• Steep banks susceptible to shoreline erosion</li> <li>• Poor and moderately drained soils in Goosley Road/Crawford Road area and in Lackey</li> <li>• Steep slopes</li> <li>• Wetlands in Lackey</li> <li>• Lackey area drains toward Lee Hall Reservoir</li> </ul>
<b>Road/Access Conditions:</b>	<ul style="list-style-type: none"> <li>• Route 17 currently scheduled to be widened to six lanes</li> <li>• Coleman Bridge openings cause congestion along Route 17 at bridge approach</li> </ul>

### **Land Use Designations:**

#### **YORKTOWN**

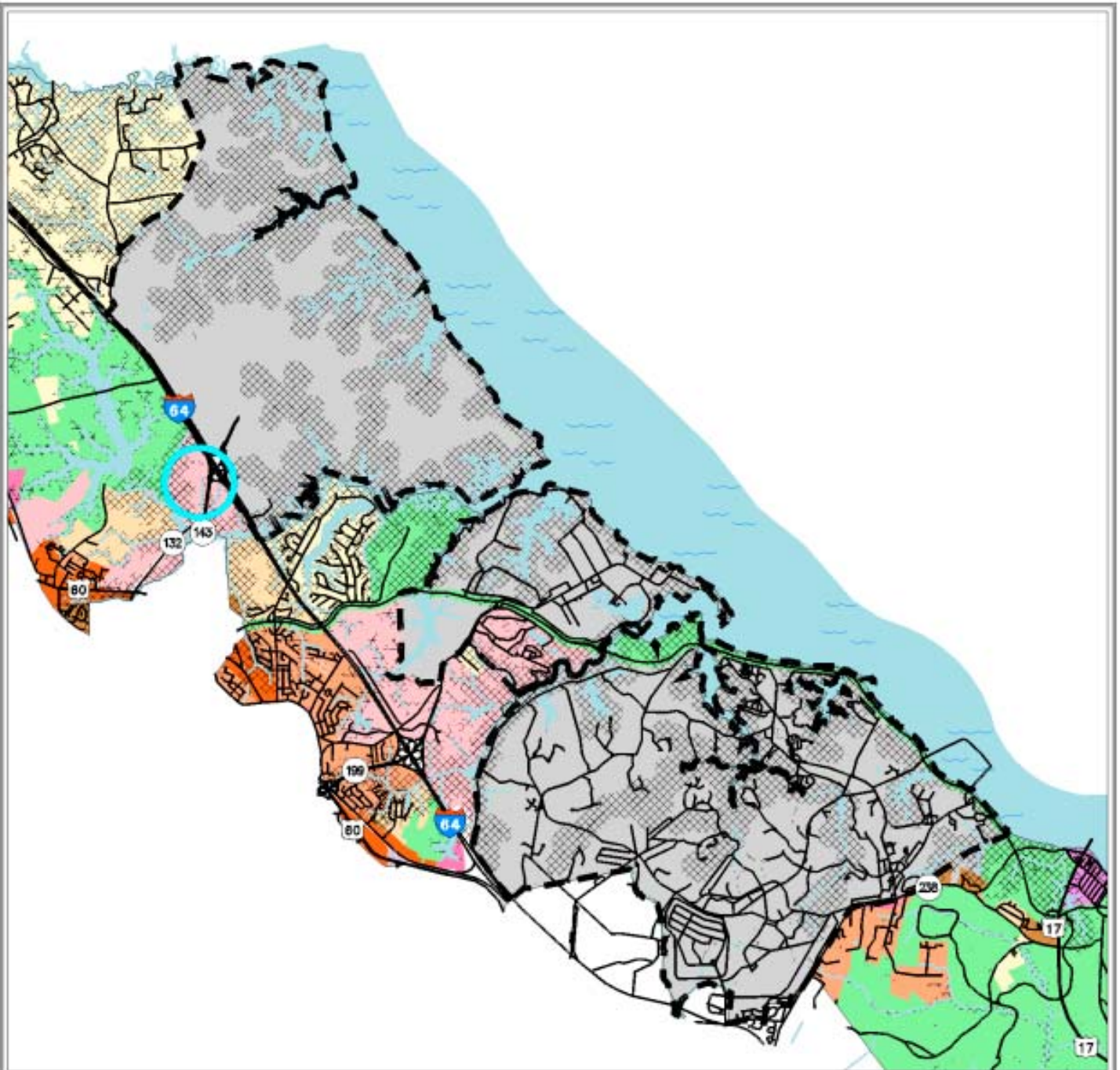
Yorktown is designated as an historical village without reference to specific land uses. The intent of this designation is to recognize the unique history of the town and to encourage development that is consistent with the historic, residential, and commercial land uses already present. The historic buildings of Yorktown are contained in The Virginia Landmarks Register, and some are listed on the National Register of Historic Landmarks. Special regulations that recognize the colonial architecture and historic heritage should be implemented to provide opportunities for a variety of land uses that will complement the unique character of the village. More specific recommendations for land uses and improvements in Yorktown are contained in the Yorktown Master Plan, which is a separate document but is incorporated as an element of the Comprehensive Plan by reference.

#### **LACKEY**

Most of the privately owned land in Lackey has been designated High-Density Residential in recognition of the existing development character. Public water and sewer serve the area. A General Business designation has been located along a major portion of Route 238 in Lackey. This designation recognizes various existing neighborhood businesses and provides opportunities for additional commercial development of this nature. In addition, the General Business designation is intended to recognize potential for the wider range of business that might be attracted to the area because of the federal HUBZone designatin that applies to Lackey (and all of Census Tract 505).

The Low-Density Residential designation has been applied to a small area along Crawford Road near its intersection with Goosley Road in recognition of existing development. This area is surrounded by NPS property, and any further development should be of a low-density character because of severely restrictive soil conditions, absence of utilities, and limited accessibility. A portion of the privately-owned land area along Goosley Road has been designated Multi-Family Residential in recognition of the Kings Court subdivision, the Yorktown Square Apartments, and Rivermeade Apartments.

<b>CENSUS TRACT 506</b>	
<b>Location:</b>	Bounded on the north by the Camp Peary boundary and James City County, on the east by the York River, on the south by Old Williamsburg Road (Route 238), and on the



**2015 Land Use**  
Census Tract 506.00



	west by Interstate 64, Queens Lake subdivision, Busch Industrial Park, Water Country USA, and the City of Newport News.
<b>Existing Land Uses:</b>	<ul style="list-style-type: none"> <li>• U.S. Naval Weapons Station-Yorktown</li> <li>• Cheatham Annex</li> <li>• Camp Peary</li> <li>• Former Cheatham Annex Fuel Depot Facility</li> </ul>
<b>Road/Access Conditions:</b>	<ul style="list-style-type: none"> <li>• Excellent access to I-64, with interchanges at Camp Peary, Route 199, and Lee Hall; Route 238, the Colonial Parkway, and Route 143 in Newport News (Jefferson Avenue) provide additional access to the Naval Weapons Station</li> </ul>

### **Land Use Designation:**

Census Tract 506 consists almost entirely of Federally owned property and therefore is not subject to local land use regulation. Accordingly, the entire area is designated Military. Although no land in this Tract is currently available for private development, there is no guarantee that this will always be the case. Military installations in the County have survived the Base Realignment and Closure (BRAC) process, but as the Armed Forces continue to cut back, there are likely to be further base closings in the future.

The only non-Federal property in this census tract the former Cheatham Annex Fuel Depot Facility, which is owned by the Commonwealth of Virginia and is comprised of approximately 460 acres, approximately 200 of which are contaminated with hydrocarbons that leaked from the fuel storage tanks. The property has been evaluated and is under a remediation plan approved by the Environmental Protection Agency. All dangerous contaminants have been removed and all of the tanks have been pumped dry. The only remaining contamination is in the soil and does not pose a human health risk. The Industrial Development Authority is exploring a private/public partnership that would allow recreational use of this portion of the property.

The uncontaminated portion of the property (260 acres) has been declared surplus by the State and is being marketed by the IDA, which has executed a contract of purchase and sale with the State and has had a development study prepared for this tract. The property contains 90-100 developable acres that are well suited for commercial development. The proximity of Water Country USA, the Kings Creek Plantation timeshare resort, and the I-64 interchange enhance the marketability of this property for tourist-oriented commercial use. Accordingly, it is designated Economic Opportunity.

<b>CENSUS TRACT 507</b>	
<b>Location:</b>	Bounded on the north by Queen Creek, on the east by Cheatham Annex and the Naval Weapons Station, and on the south and west by James City County and the City of Williamsburg.
<b>Existing Land Uses:</b>	<ul style="list-style-type: none"> <li>• Small-, medium-, and large lot single-family detached residential development</li> <li>• Country Club Apartments</li> <li>• Water Country USA theme park</li> <li>• Williamsburg Country Club</li> <li>• Commercial retail and office development along Route 143 and Second Street</li> <li>• Light industrial uses on Penniman Road (Busch Industrial Park) and Merrimac Trail</li> <li>• Neighborhood commercial activities on Penniman Road</li> <li>• James-York Playhouse</li> </ul>
<b>Public Facilities:</b>	<ul style="list-style-type: none"> <li>• Bruton Fire Station</li> <li>• Griffin-Yeates Center (York County Department of Community Services offices)</li> <li>• Magruder Elementary School</li> <li>• New Quarter Park</li> <li>• Queens Lake Middle School</li> </ul>
<b>Utilities:</b>	<ul style="list-style-type: none"> <li>• Public water service is available in most areas</li> <li>• Sanitary sewer is generally available in areas south of Queen Creek and west of</li> </ul>

	Interstate 64 and along Route 199
<b>Environmental Constraints:</b>	<ul style="list-style-type: none"> <li>• Steep slopes</li> <li>• Wetlands</li> <li>• Moderately drained soils</li> <li>• Moderate and severe erosion potential</li> </ul>
<b>Road/Access Conditions:</b>	<ul style="list-style-type: none"> <li>• Excellent interstate access via Route 199</li> <li>• Grove interchange planned for I-64 but is not designed to provide access to the north side of I-64</li> <li>• Both Merrimac Trail and Second Street provide adequate access</li> <li>• Penniman Road will require improvement to support light industrial uses</li> </ul>

### **Land Use Designations:**

#### **ROUTE 199/WATER COUNTRY USA/BUSCH PROPERTY**

A vast amount of land in this Census Tract, encompassing almost the entire east side of I-64 south of Colonial Parkway as well as the Busch Industrial Park on the west side, is designated Economic Opportunity. This designation recognizes the presence of a full I-64 interchange and the potential for extension of public utilities to serve a mix of office, commercial, tourist-related, and light industrial uses. Any development proposals in this area should be subject to design and landscaping standards that will ensure protection of the scenic vistas and integrity of the Colonial Parkway. Improvements to Penniman Road will be needed to accommodate commercial and industrial traffic generators. Access to a future upriver crossing of the York River to Gloucester may traverse this area, and any development and roadway improvements should be designed accordingly. The Springfield Road/Jones Drive area along Penniman Road contains scattered residential development and is designated Low Density Residential.

#### **QUEENS LAKE/ROYAL GRANT**

On the opposite side of the Colonial Parkway, the Queens Lake subdivision has been recognized with a Low-Density Residential designation. Most of the lots in this subdivision are developed and further expansion is limited by surrounding Queen Creek, New Quarter Park, and the Parkway. The area on the opposite side of I-64 is designated Medium-Density residential because of existing development (Royal Grant subdivision) and the availability of public water and sewer. A small area of land adjacent to the Williamsburg city limits is effectively isolated from other lands in the County by a deep ravine and is designated Multi-Family Residential, consistent with adjacent multi-family development in Williamsburg.

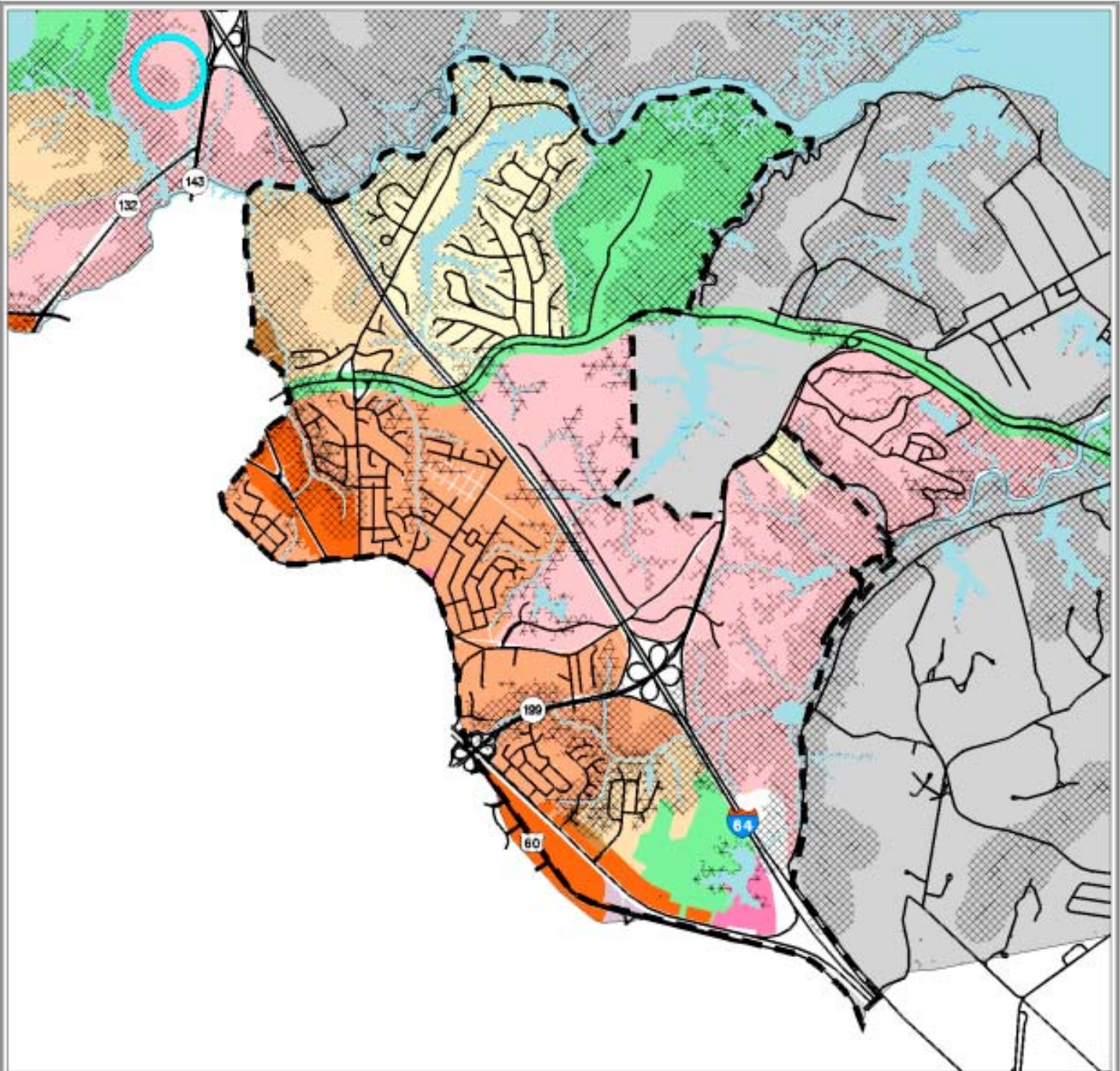
#### **COUNTRY CLUB**

The Williamsburg Country Club is designated Conservation, but a Limited Business designation has been applied to a large area east of the country club in recognition of the area's convenient accessibility to Interstate 64, the potential for extension of public utilities, and the marketing appeal and open space and aesthetic benefits associated with the adjacent golf course. In addition, the Grove Interchange (currently under construction) and existing power lines bisect this area, making residential use of the property less than ideal but providing convenient access from the interstate. Residential uses are not inappropriate, even given the proposed Grove Interchange. The interchange would, however, make office uses potentially more attractive than multi-family uses. Consequently, a mixed-use proposal combining multi-family uses with office/commercial uses, would not be incompatible with the intent of this designation. The small area in the Grove community between the CSX right-of-way and Pocahontas Trail is designated Limited Industrial in recognition of existing development.

The Country Club Apartments and Callahan Villages duplexes are designated Multi-Family Residential.

#### **MAGRUDER**

The General Business designation has been applied along the Merrimac Trail, Second Street, Pocahontas Trail corridors primarily in recognition of existing businesses and the commercial potential of properties fronting these commercial corridors. The designation along Route 60 encompasses the Busch Corporate



**2015 Land Use**  
Census Tract 507.00



Center frontage, the Village Shops and the surrounding activities, all of which are heavily dependent on both tourist and resident traffic within the entire Williamsburg area. Landscaping improvements have been undertaken along Second Street in the city of Williamsburg and should be extended into York County.

Most of the land beyond these commercial corridors on the western side of I-64 is designated High-Density Residential. This includes the area between Penniman Road and Route 199, where there are in-fill opportunities that can best be addressed through the High-Density residential designation. The area contains some large parcels that could be subdivided into lots that are in character with the surrounding area, provided that utility and transportation network considerations are properly addressed.

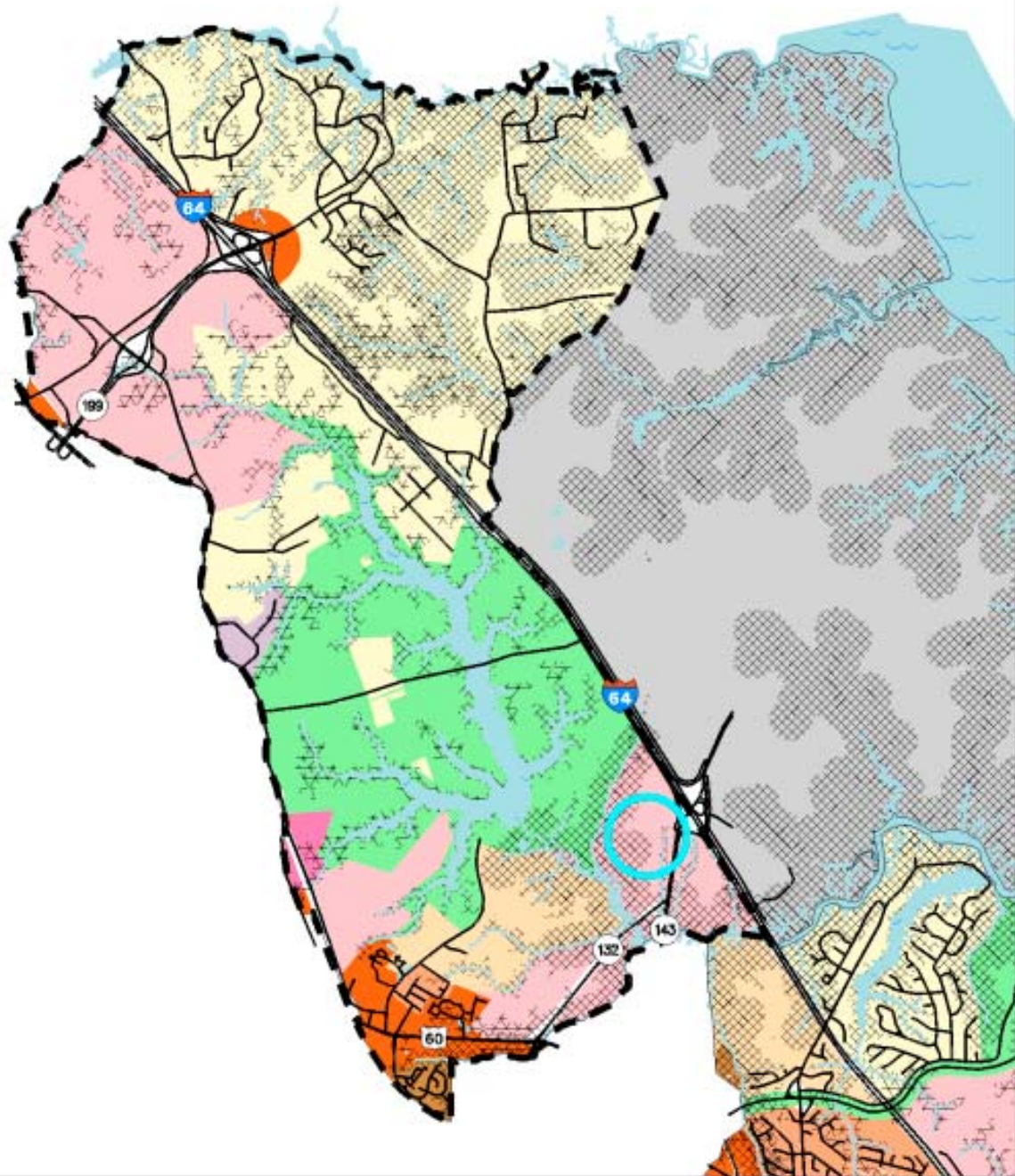
The Limited Business designation at the Penniman Road/Queens Creek Road intersection recognizes existing neighborhood commercial development. The proximity of residential development precludes significant commercial expansion; however, some additional neighborhood-oriented commercial activities are possible.

<b>CENSUS TRACT 508</b>	
<b>Location:</b>	Located in the northernmost part of the County, this area is bounded on the north by James City County and Skimino Creek, on the east by Camp Peary, on the south by Queen Creek, and on the west by James City County and the City of Williamsburg.
<b>Existing Land Uses:</b>	<ul style="list-style-type: none"> <li>• Large, medium, and small lot single-family detached housing</li> <li>• Condominium apartments (Williamsburg Commons)</li> <li>• Single-family attached housing (Williamsburg Commons II)</li> <li>• Time-share resorts, motels, restaurants, and retail development along Richmond Road and in the Bypass Road/Waller Mill Road area</li> <li>• Campgrounds</li> <li>• Light industrial development along Mooretown Road</li> <li>• Waller Mill Reservoir (City of Williamsburg)</li> <li>• Agricultural uses in Lightfoot area</li> </ul>
<b>Public Facilities:</b>	<ul style="list-style-type: none"> <li>• Bruton High School</li> <li>• Historic Triangle Community Center</li> <li>• Skimino Fire Station</li> <li>• Waller Mill Elementary School</li> <li>• Waller Mill Park (City of Williamsburg)</li> </ul>
<b>Utilities:</b>	<ul style="list-style-type: none"> <li>• Public water and sewer are available in the Bypass Road/Waller Mill Road area.</li> <li>• County wells in Lightfoot</li> </ul>
<b>Environmental Constraints:</b>	<ul style="list-style-type: none"> <li>• Portions of area drain toward Waller Mill Reservoir</li> <li>• Steep slopes</li> <li>• Wetlands</li> <li>• Moderately drained soils</li> <li>• Severe erosion potential</li> </ul>
<b>Road/Access Conditions:</b>	<ul style="list-style-type: none"> <li>• Excellent access to Interstate 64 and Route 199</li> <li>• Extension of Mooretown Road and completion of International Parkway will greatly enhance access</li> <li>• Newman Road requires improvement</li> </ul>

#### **Land Use Designations:**

#### **BYPASS ROAD/WALLER MILL ROAD**

Located in the greater Williamsburg area, the Bypass Road corridor contains most of the County's tourist-oriented development. Bypass Road carries large amounts of tourist traffic and the area is easily accessible from all major tourist attractions and thoroughfares. Numerous motels, time-shares, and restaurants have been built in this area, yet much of Bypass Road remains under-developed. As a major gateway into the Colonial Williamsburg area, it is poised to attract more such development and therefore



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is designated General Business. However, because of this corridor's proximity to the historic area, any new development along Bypass Road must be held to rigorous design standards – especially with regard to such features as signage, landscaping and tree preservation, and building colors – to protect the area's visual appeal. A General Business node has been established at the Bypass Road/Waller Mill Road intersection based on its excellent accessibility and existing development. Prospects for new commercial development will be further enhanced by the planned extension of Mooretown Road, which, combined with the completion of International Parkway, will ultimately provide a direct link from Waller Mill Road to Route 199 and the I-64 interchange at Lightfoot. With these improvements, office development in this area would have ready access to Williamsburg and to Interstate 64.

Existing residential development in this area is recognized with a Medium-Density Residential designation on the north side (i.e., along Waller Mill Road), and a High-Density Residential designation on the south side (i.e., Commons Way) where the Williamsburg Commons condominiums and duplexes are located.

### **RICHMOND ROAD**

Richmond Road, which runs through Williamsburg and James City County, is the principal tourist and commercial corridor in the Williamsburg area. Some of the development along Richmond Road is located in York County. Accordingly, these properties are designated General Business.

### **MOORETOWN ROAD**

The Economic Opportunity designation has been added to encompass the area beyond the CSX railroad tracks to the east. Access to this area is currently limited by the railroad tracks, but the extension of Mooretown Road offers a solution to this problem. Also designated for Economic Opportunity is most of the property along Route 132 between Route 143 and Bypass Road, all of which is owned by the Colonial Williamsburg Foundation. The Economic Opportunity designation is intended to recognize the excellent accessibility of this area to Interstate 64, making it potentially very attractive for office or corporate park development. However, with the right combination of landscaping, buffering, architectural and environmental sensitivity, and general design excellence, a mixed-use development could be feasible.

Watershed property surrounding the Waller Mill Reservoir owned by the City of Williamsburg has been designated Conservation in order to preserve the reservoir's water quality. A portion of this area along Airport Road is designated Low-Density Residential in recognition of the existing development, the absence of public utilities, and the proximity of the reservoir. A large area in the vicinity of the Airport/Mooretown Roads intersection is designated Limited Business. The area is conveniently accessible from Williamsburg and Route 60 via Airport Road and spur lines from the CSX railroad border the western edge of this area. Although several small light industrial activities are currently in the area, it is mostly undeveloped and contains several large parcels. However, because of the proximity of Waller Mill Reservoir and the presence of environmental constraints, further industrial development should not be encouraged until public water and sewer service are readily available to this area.

The remainder of the East Rochambeau Drive area south of Oaktree Road has been designated Low-Density Residential in recognition of the proximity to Waller Mill Reservoir and because neither public water nor sewer service is available in this area. It is recognized that a number of long established commercial uses are present, and while the existence of these activities does not justify a commercial designation along Rochambeau Road, their continuation and expansion are fully consistent with the intent of the designations in this area.

The Lightfoot area has significant commercial, office, and light industrial development potential. Additionally, the recent extension of Route 199 from this interchange with I-64 to Richmond Road and, ultimately completing the Williamsburg bypass, should make the area one of the primary entrances to Williamsburg. The construction of International Parkway, with an interchange at Route 199, enhances this potential even further. A relative few large landholdings comprise most of the property in Lightfoot. This ownership pattern, combined with the roadway improvements and the extension of public utilities to this area makes the potential for large-scale economic developments strong. For the most part, development in Lightfoot is sparse and scattered but is undergoing a transition from a sparsely developed

residential and agricultural area to a major business area. To expedite this transition, the County has made a significant investment in utilities in this area, which is designated Economic Opportunity.

### **SKIMINO**

The Skimino area east of I-64 is in the northernmost part of the County and is one of its most rural areas. Residential lots are relatively large, and utilities are not available. The topography is severe and road conditions generally poor. The existing character should continue and thus this area is designated Low Density Residential. However, a General Business node has been designated for the area immediately surrounding the east side (i.e., Newman Road) of the I-64 Lightfoot interchange because of its excellent access, topography, and configuration. Commercial development at this node should be oriented toward serving the needs of the surrounding community rather than a regional or tourist market. Such development should be a coordinated concentration of retail service uses of a scale in keeping with the character of the immediately surrounding development. Any commercial development in this area, however, should be deferred until public water and sewer are available. It is intended that convenience stores, service stations, fast food restaurants, and other similar establishments having relatively high traffic impacts and the potential for 24-hour and late-night operation be excluded from this area unless such uses are part of a concentrated community-oriented commercial grouping developed under a single development plan. To the extent possible, all commercial development at this node should be oriented to and front on Newman Road rather than Fenton Mill Road, which should remain a residential and residential-collector roadway. A number of limited industrial uses have been established along Fenton Mill Road, but the expansion of these uses to adjacent properties would not be compatible with this area's rural character. Much of the land across I-64 between Lightfoot and the Waller Mill Reservoir also is designated Low Density Residential in accordance with the established development character and the absence of utilities.